

GETTING YOUR CAR READY FOR THE FIRST SPRING DRIVE

The Fifty-seventh of a Series of Articles by an Expert for the Automobile Owner.

By WALTER SHIELDS.

It may seem a little too early to many motorists to start now to get the car ready for the coming season, but when everything is considered it will be found that this is none too early, in view of the fact that some of the work necessary will have to be done by garage labor, which is not altogether plentiful. A great problem each year seems to be in determining just what work is really needed to put the car in such shape that it will not require forced journeys to the repair shop during the season. Right now, more than any time before, the business man needs his car for uninterrupted service and that means adequate preparation.

There is a great deal of work which every car, regardless of what it has been doing all winter, actually needs, but aside from the general work each car will need specific attention, depending on whether it has been run all winter or not and on the care it has received previous to this. If the car was stored and it was in satisfactory condition, jacked up with tires removed, covered over completely and unpainted metal parts greased, probably all that it will need is flushing out of the various oil compartments, engine clutch (if running in oil) transmission, rear axle, etc., filling of them with heavier oil and the filling of water and gasoline tanks. However, the usual thing for the owner to do is store the car in the condition it was in at the end of the season, relying upon time and attention available now. The owner who is fortunate enough to have only his lubrication and general cleaning up to look after is one who will save money, because he can do much of the work himself and not have to wait his turn.

On the other hand there are other owners whose cars have been in use steadily all season and who will continue to use them after certain important matters are given attention. Those who have used their cars only as the weather permitted but who nevertheless left the tires intact and made no preparations for storage will need to give the car the same inspection and perhaps much of the work that the other receives.

A car which has been used all winter should be gone over unit by unit and system by system to check up every vital part. If the owner intends to do this work in his garage his first requirement will be for supplies and outside work calling for special tools. As to the supplies, get everything you will need before you need for, so that you will not have to stop work to get, say a small cotter pin or a nut or a lock washer. Have a good supply of waste and clean cloths, a few gallons of kerosene, paper and asbestos gasket material, the new oils and greases, etc. Before you start to work find out if there is any work you cannot do, such as repairing a bent fender, a broken windshield support or tire carrier and so on, so that this work can be sent out and finished when you are finished in the shop. The battery should be given thought early. If it tests 1.275 to 1.300 for each cell it is up to charge. If it is not take it out of the car and have it put on charge in a battery station. If the battery has been used continuously for six months or more it probably needs a good charge. If it has been lying idle for two months or so it may need a

tighten all wires after the terminals have been cleaned. As to the starting and lighting system little can be said that the average owner is asked to do. An inspection of the wiring and oiling up is all that I would recommend he do unless he is familiar with such apparatus.

The carburetion system follows. Care of this should include forcing air through the fuel carrying pipes, cleaning of the strainers, removal of the air block so that cold air is fed, but no adjustment should be changed until the car is taken on the road later. This is suggested because you cannot properly adjust for new conditions, not knowing what the present adjustment will do under these conditions.

Before leaving the engine there are two vital things necessary. These are a tightening of parts and lubrication of small bearings and joints. Every nut on the engine and its accessories and brackets should be tightened or an attempt made to do so. You may surprise yourself at learning that the radiator support bolts can be turned three times around. Oil the generator bearings, starting motor bearings, the linkage at the bottom of the steering post running to the carburetor, air choke, ignition unit and oil the ignition unit bearings. Oil the fan bearings. If you take your instruction book and check off each oiling place as you go along you will do the job about right.

With the engine finished you can proceed to the clutch. If it runs in oil you can flush it out and use a slightly heavier lubricant. Dry clutch, either cone or disc, may need treatment dictated by usage. Cleaning of the friction surfaces usually suffices. But no matter what the type be sure to lubricate the thrust bearing, the throwout collar and the connections from the pedal to clutch. Clean the oil holes and cups before you fill with oil or grease.

Proceed to the transmission if that is next; remove the cover and the drain plug; after draining clean out well with kerosene and refill with heavy oil or gear compound. If you have had transmission trouble of a specific nature ask this department for help in curing it. Give all symptoms. Clean the universal joints with kerosene, dry and repack with grease. Treat the rear axle as you did the transmission.

Then you attend to the braking system. The brake may need relining or merely adjusting. Oil every connection from the pedal to the bands so the brakes work freely. Take your adjustments at two places if you can and not

all at one place. Equalize your brakes later on the road.

Then get at the springs, spreading the leaves apart and oiling them, repacking the shock bolt cups and oiling or greasing any other moving parts such as oscillating holders on cantilever springs, etc.

Get the steering system next, disconnecting all joints, cleaning with kerosene and repacking. If you wish to do a good thing use joint covers for the steering.

Remove the steering knuckle pin cups, clean them well and refill. Next comes removal of all wheels and repacking of wheel bearings and a checking up of front wheel alignment, following which is a general going over the whole chassis for oiling and tightening. Tighten the spring clips if you can, repack every grease cup and turn down a few times. In other words make sure that everything that can be tightened is tightened and that can be lubricated is well supplied with grease or oil.

After that you can attend to the body, which probably needs a cleaning and polishing and the road test to find out if everything is running smoothly and for making the carburetor adjustment.

"OWNER DRIVER" HERE AGAIN.

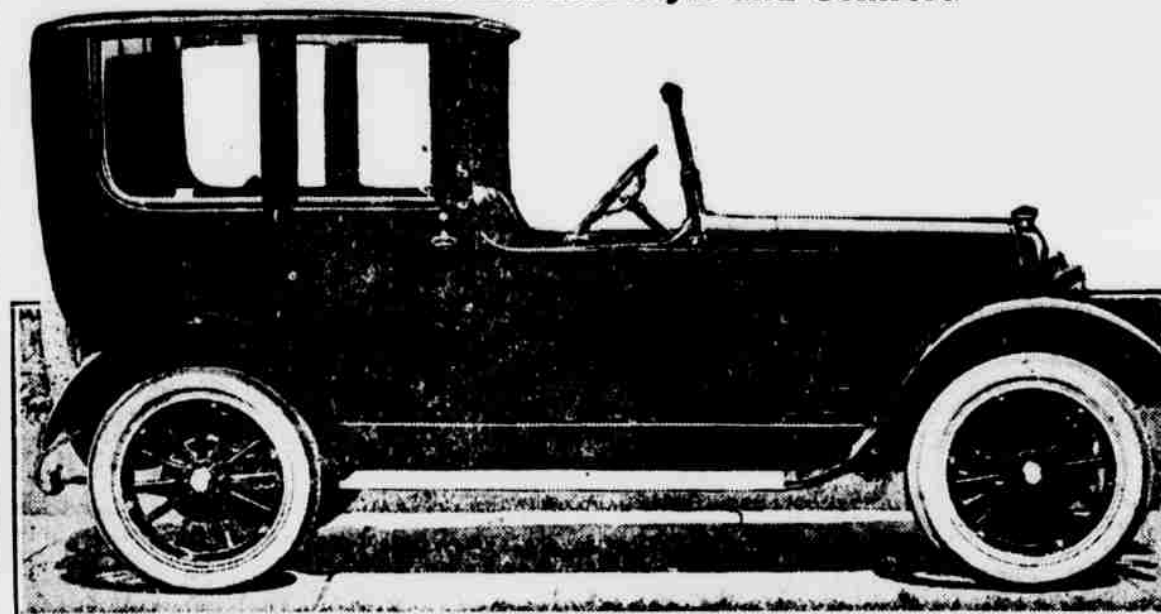
Chauffeurs Go to War and Jobs Are Filled.

"Because the war has taken many chauffeurs we are getting the 'owner driver' back again, and he is very welcome to Broadway," says E. A. Scheu, general manager of the King Car Corporation of New York.

"In the sale of several sedan models the 'owner driver' has come to our attention. The men who bought these cars said they never expected to be able to get drivers who would be as good as those who had joined the army, so they had decided to take up driving again. They thought that with the addition of the self-starter, the engine pump, demountable rims, extra wheels with tires already mounted and other accessories since they had given up the steering wheel, the business of driving and caring for the car had been greatly simplified.

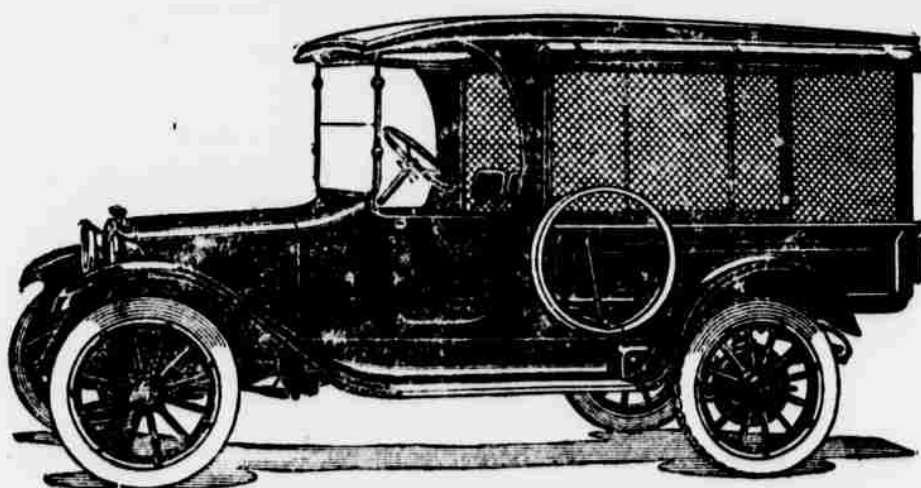
"We hear so much these days about the kind of men war times are bringing out and how the people generally are adjusting themselves to the new conditions. The 'owner driver' is an interesting type, and the way he is meeting the needs of the day without sacrificing his automobile is most sensible."

Velie Town Car Has Style and Comfort.



This is one of nine different smart up-to-date body styles that the Garland Automobile Company is offering on the famous Velie chassis at Broadway and Sixty-second street. This model sells for \$2,450. Experts consider that the Velie line represents the most advanced practices in engineering and designing.

DODGE BROTHERS COMMERCIAL CAR



A commercial car built with the same conscientious thoroughness that characterizes all of Dodge Brothers' products.

It will do what it is intended to do in an efficient and economical manner.

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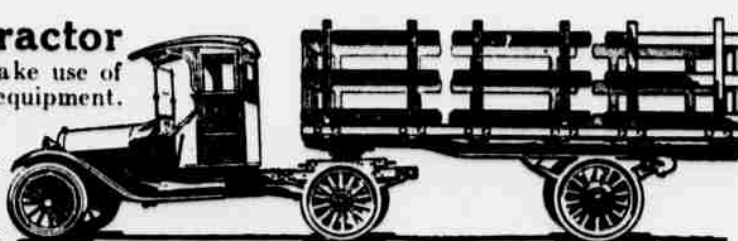
Dodge Brothers power plant, combined with a heavy truck frame and Torbensen internal drive rear axle, Chassis and Cab \$1335.20, f. o. b. New York.

3 and 5 Ton Tractor

Enables the owner to make use of his present horse-drawn equipment.

3 Ton Tractor \$1399.20, f. o. b. New York

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URGES BRIDGE ACROSS HUDSON

C. H. Larson Points Out the Wonderful Advantages to Be Gained.

C. H. Larson, president of the Motor Club, continues to urge the pressing need for and the great advantages of a big traffic bridge across the Hudson River to link New York and New Jersey. Mr. Larson points out that one of the many good effects such a structure would have would be to aid directly and immeasurably in the development of beautiful Interstate Park.

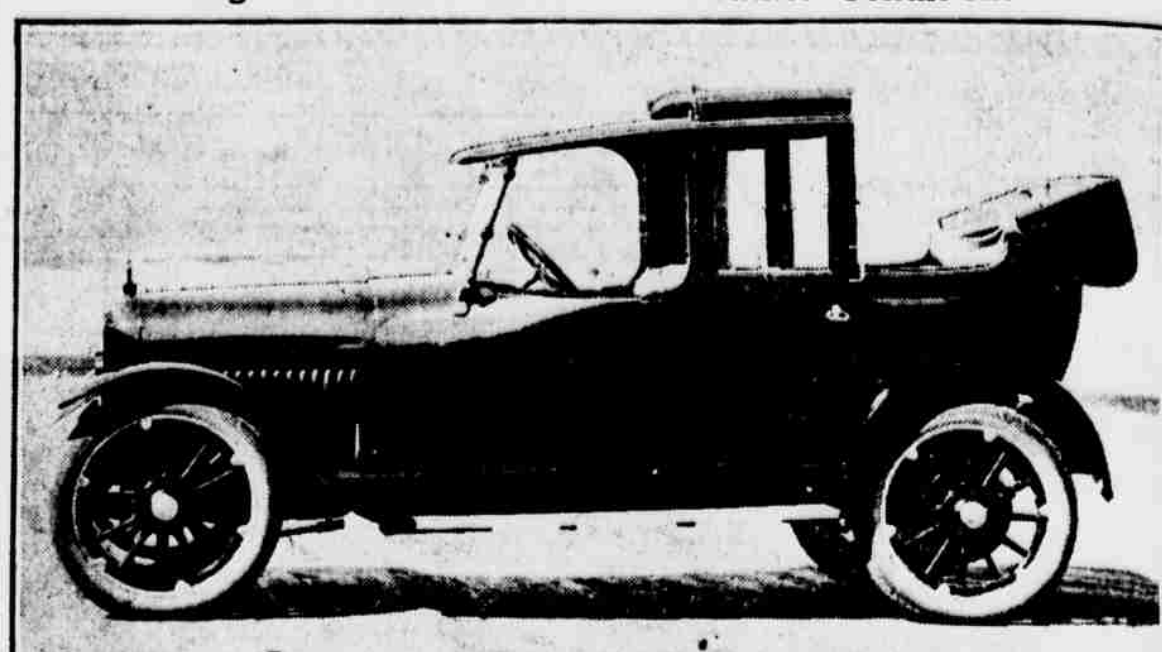
"The bridge," says Mr. Larson, "would give motorists one continuous boulevard from the beginning of Riverside Drive, over the Hudson, and then along the Palisades and through Interstate Park for more than fifty miles. There are hundreds of automobile owners in this city, I am sure, who do not know that the park extends as far as it does—to Harriman, N. Y."

"In addition to the splendid drive this would make for the man in the motor car, the building of a bridge would render the park really accessible for the general public. At present, there are certainly few New Yorkers who ever think of taking an outing in Interstate Park, because they scarcely realize that it exists."

"Motorists will never be able to enjoy the full benefits of the Park and its fine roadways while they have to depend upon the inadequate ferry facilities to carry their machines over the Hudson. Consider, too, what a boon a bridge would have been to the hundreds of soldiers and to delivery trucks on their daily trips between this city and the encampments at Dumont and also Wrecktown, N. J. On account of the absence of any bridge the interference of ice in the Hudson and the extreme weather conditions of the passing winter very seriously impeded the transportation of our food and of our fuel."

"More than twenty-five years ago, in 1892, to be exact, the War Department approved plans for a New York-New Jersey bridge with the huge span of 3,100 feet."

Paige Landaulet Meets All Weather Conditions.



The Paige Landaulet type car is proving to be a big seller for the Paige-Detroit Company of New York on account of the approach of spring with its one day of sunshine and warm breezes and the next day of sleet and rain. Of

course the chief reason for its popularity lies in the fact that it can be converted from an open to a closed car in less than a minute.

This car also makes an ideal touring car, as it is not a heavy car, being remarkably economical on tires and gasol-

ene consumption. The designers of the Paige Landaulet undoubtedly had the particular use in view when selecting the upholstery, as the material used is of a durable, finely woven muslin, which does not show dust or dirt readily.

HUDSON RACING RECORDS.

Phenomenal Work on Track and Road Recalled.

"While all automobile racing has been discontinued until after the war," says President Harry S. Houp of the Hudson Motor Car Company of New York, "motorists should not overlook the fact that the majority of the racing pilots whose skill and daring thrilled thousands last season on the track are devoting their efforts toward winning the war."

"The racing crew of the Hudson Motor Car Company is scattered, some in can-

tonments and on aviation fields and not a few in overseas service.

"In a secluded corner of the Hudson factory stands a racing car shrouded in canvas. The company, like all others interested in racing, discontinued its efforts some time ago, even before the official season closed, but not until it had earned new laurels and established records for endurance."

"One year ago Hudson, the holder of many records, including the transcontinental run from San Francisco to New York and back in ten days and twenty-one hours, set out to establish speed records on the racing tracks, with the object of proving endurance in competition with some of the fastest cars ever built."

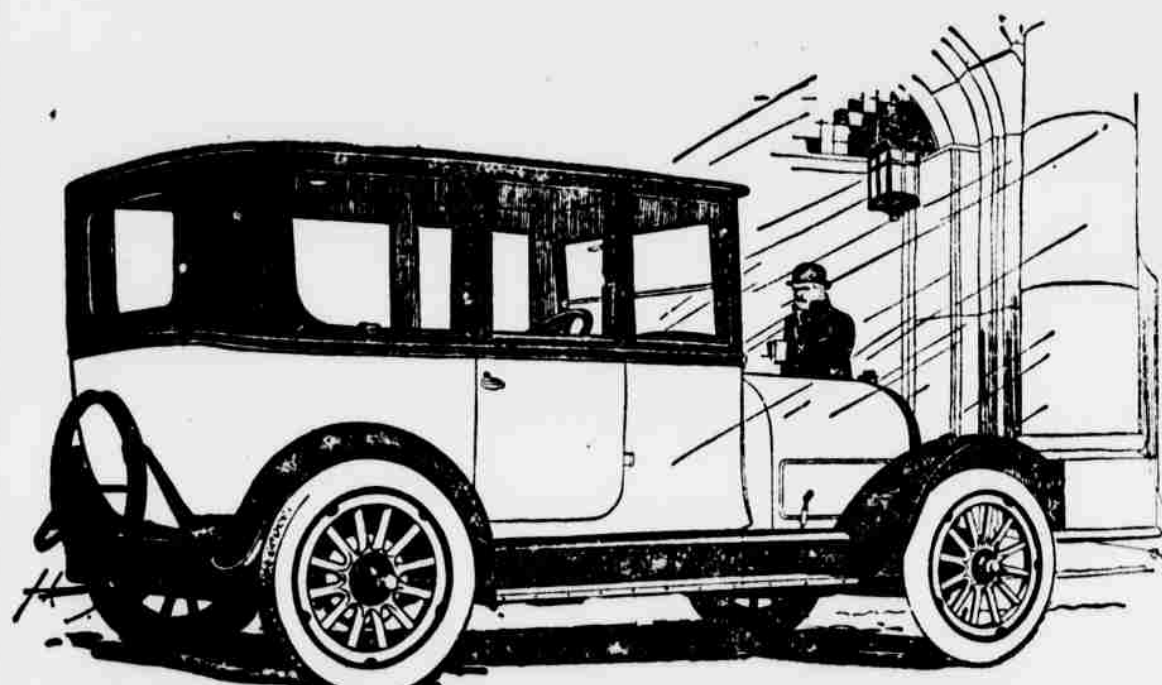
"Special racing cars embodying the same principles of the regulation in-

cars were built and in nine championship races twenty-one entries were made and every Hudson Special, except one, finished within the money and an accident forced that car out."

"Hudson Specials won first in four events, second in six, third in two, fourth in three and sixth, seventh and eighth in one each."

"At Chicago on June 16 the Hudson Special established the American speed record for 150 and 200 miles at an average speed of 104 miles an hour. The Hudson thus proved its speed and endurance."

Overland The Thrift Car



With Staggered Doors Left at Front, Right at Rear

The success of this beautiful car lies in the adequate and pleasing manner in which it safeguards and accommodates its passengers in every weather condition—and the easy-to-handle and economical way it performs.

It keeps its passengers cool or warm as the occasion requires.

There is ample room for five adults without crowding or cramping.

The two front seats are individual, with aisle-way between.

And in both front and rear a tall man can stretch his legs and be at ease.

The two doors are staggered, a dome light in ceiling, three silk roller curtains, parcel pockets at both sides of rear seats, foot rail, windshield wiper, and nickel handles to close doors from the inside.

It has 4-inch tires, non-skid rear; 106-inch wheel-base; Auto-Lite starting and lighting and vacuum fuel system.

To have a "bigger hour and a shorter mile" get your Model 90 Sedan. It makes you master of conditions and not mastered by them.

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There's plenty of snap and punch in the activities at Smith Form-A-Truck headquarters these days with Cole, Dixon and Haynes on the firing line and good spring business in sight. The firm of Cole & Dixon, Inc., had a meteoric rise and is now firmly established as one of the really big truck concerns, with unusually large space for sales and service at 123 West 64th Street.

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